Lloyd's Register

Rules and Regulations for the Classification of Special Service Craft, July 2009

Notice No. 1

Effective Date of Latest Amendments:

See page 1

Issue date: November 2009

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT,
July 2009

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2009.* The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
7	2	4	Corrigendum
10	1	6	1 January 2010
15	1	8	1 January 2010

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2009* are to be read in conjunction with this Notice No. 1. The status of the Rules is now:

Rules for Special Service Craft	Effective date:	July 2009
Notice No. 1	Effective dates:	1 January 2010 & Corrigenda

Part 7, Chapter 2

Construction Procedures

CORRIGENDUM

■ *Section 4*

Joints and connections

4.5 Fillet welds

4.5.3 The leg length of the weld is to be not less than ~~twice~~ $\sqrt{2}$ times the specified throat thickness.

Part 10, Chapter 1

Diesel Engines

Effective date 1 January 2010

■ *Section 6*

Safety arrangements on engines

6.6 Oil mist detection~~/monitoring~~

6.6.1 Where crankcase oil mist detection~~/monitoring~~ arrangements are fitted, they are to be of a type approved by LR, tested in accordance with Section 16 and comply with 6.6.2 to 6.6.15.

(Part only shown)
6.6.2 The oil mist detection~~/monitoring~~ system and arrangements are to be installed in accordance with the engine designer's and oil mist detection equipment manufacturer's instructions/recommendations. The following particulars are to be included in the instructions:

(a) Schematic layout of engine oil mist detection~~/monitoring~~ and alarm system showing locations of engine crankcase sample points and cabling/piping arrangements together with pipe dimensions to detector~~/monitor~~.
(d) Information relating to type or in-service testing of the engine with engine protection system test arrangements having approved types of oil mist ~~monitoring~~ detection equipment.

6.6.3 A copy of the oil mist detection~~/monitoring~~ equipment maintenance and test manual required by 6.6.2 is to be provided on board ~~ship~~ the craft.

6.6.4 Oil mist ~~monitoring~~ detection and alarm information is to be capable of being read from a safe location away from the engine.

6.6.5 In the case of multi engine installations, each engine is to be provided with individual, dedicated oil mist detection~~/monitoring~~ arrangements and ~~a dedicated~~ alarm(s).

6.6.6 Oil mist detection~~/monitoring~~ and alarm systems are to be capable of being tested on the test bed and on board when the engine is at a standstill and when the engine is running at normal operating conditions in accordance with test procedures that are acceptable to LR.

6.6.7 Alarms and ~~shutdowns~~ safeguards for the oil mist detection~~/monitoring~~ system are to be in accordance with Pt 16, Ch 1 as applicable.

6.6.8 The oil mist detection~~/monitoring~~ arrangements are to provide an alarm indication in the event of a foreseeable functional failure in the equipment and installation arrangements.

6.6.9 The oil mist detection~~/monitoring~~ system is to provide an indication that any lenses fitted in the equipment and used in determination of the oil mist level have been partially obscured to a degree that will affect the reliability of the information and alarm indication.

6.6.10 Where oil mist detection~~/monitoring~~ equipment includes the use of programmable electronic systems, the arrangements are to be in accordance with Pt 16, Ch 1, as applicable.

6.6.11 Schematic layouts showing details and arrangements of oil mist detection~~/monitoring~~ and alarm systems are to be submitted. *See* 2.1.

6.6.12 The equipment together with detectors~~/monitors~~ is to be tested when installed on the test bed and on board ~~ship~~ the craft to demonstrate that the detection~~/monitoring~~ and alarm system functions correctly. The testing arrangements are to be to the satisfaction of the Surveyor.

6.6.13 Where sequential oil mist detection~~/monitoring~~ arrangements are provided, the sampling frequency and time is to be as short as reasonably practicable.

■ *Section 9*

Control and monitoring

9.1 General

9.1.2 While it is recommended that oil mist ~~monitoring~~ detection, engine bearing temperature monitors or alternative methods for crankcase protection be fitted, they are in any case to be provided:

(a) When arrangements are fitted to override the automatic stop for excessive reduction of the lubricating oil supply pressure.

(b) For engines of 2,250 kW and above or having cylinders of more than 300 mm bore.

NOTES:

1. For medium and high speed engines automatic shutdown of the engine is to occur, *see also* 9.7.2.

2. Where arrangements are made to override the automatic shutdown due to high oil mist or bearing temperature, the override is to be independent of other overrides.

~~2~~ 3. Where engine bearing temperature monitors or alternative methods are provided for the prevention of the build-up of oil mist that may lead to a potentially explosive condition within the crankcase, details are to be submitted for consideration. The submission is to demonstrate that the arrangements are equivalent to those provided by oil mist ~~monitoring~~ detection ~~or engine bearing temperature monitors~~, *see* 6.6.14.

9.6 Unattended machinery

Table 1.9.1 Oil engines for propulsion purposes alarms and safeguards (*Part only shown)*)

Item	Alarm	Note
Sea-water cooling pressure	Low	—
Thrust bearing temperature*	High	—
Common rail servo oil pressure	Low	—
Oil fuel pressure from booster pump	Low	—
Oil fuel temperature or viscosity*	High and Low	Heavy oil only
Common rail fuel oil pressure	Low	—
Exhaust gas temperature*	High	Per cylinder (or deviation from average temperature)
Turbo-charger lubricating oil ~~inlet~~ outlet temperature	High	~~If~~ Each bearing, if system not integral with turbo-charger. *See* Note 4
Starting air pressure*	Low	Before engine manoeuvring valve
Overspeed*	High	~~*See* 9.4~~ Automatic shutdown of engine, *see also* 9.4. Details of alternative proposals in accordance with the manufacturer's instructions may be submitted for consideration

NOTES

4. Where the outlet temperature for each bearing cannot be measured due to the design, details of alternative proposals in accordance with the turbocharger manufacturer's instructions may be submitted for consideration.

Table 1.9.2 Auxiliary engine alarms and safeguards *(Part only shown)*

Item	Alarm	Note
Coolant pressure or flow	Low	—
Overspeed	High	~~*See* 9.4~~ Automatic shutdown of engine, *see also* 9.4. Details of alternative proposals in accordance with the manufacturer's instructions may be submitted for consideration
Oil fuel inlet temperature or viscosity	High and low	Heavy oil only
Common rail servo oil pressure	Low	—
Common rail fuel oil pressure	Low	—

Part 15, Chapter 1

Piping Design Requirements

Effective date 1 January 2010

■ *Section 8*
Plastics

8.7 Testing

8.7.1 The hydraulic testing of pipes and fittings is to be in accordance with ~~Section 14.~~ 1.2. For pipes and fittings not employing hand lay up techniques, the hydrostatic pressure test required by Ch 14,4.9 of the Rules for Materials may be replaced by testing carried out in accordance with the requirements stipulated in a National or International Standard, consistent with the intended use for which the pipe or fittings are manufactured, provided there is an effective quality system in place complying with the requirements of Ch 14,4.4 of the Rules for Materials and the testing is completed to the satisfaction of the LR Surveyor.

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Special Service Craft.

Part 16, Chapter 2

18.1.1	*Reference* 3.2.6 *now reads* 3.2.9. *Reference* 3.3.5 *now reads* 3.3.9.

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